seldom at their posts and they often demanded fare for taking people and vehicles across the waterways. In view of the above, bridges at the two places should be constructed at an early date.

There were more than 2,000 acres of paddy lands in Udiyamperur Kizhakkumbhagam and Kandanattu Padinjarebhagam included in the Manakunnam *pakuthi*. There was a canal running through the middle of the paddy lands extending from Poottotta to Trippunittura. Ordinarily only the Kanni crop could be raised on those lands and they had to be sown in Medam. But that was not possible and the crops were destroyed by the accession of brackish water during the six months ending the middle of Edavam evey year. The accession of brackish water could be prevented if an enbankment (*chira*) be constructed at Kandanad. The width of the canal at that place would only be 100 links. A similar *chira* was being put up annually by the Cochin Government at Kaniyampalli for the benefit of the lands belonging to that State and situated north of Kandanad. In view of its importance, the work should be finished in 1102 itself.

The member complained that the Agricultural Department was not extending its activities to the northern taluks of the State. The Director of Agriculture should be asked to tour in all the different parts of the State, ascertain the needs of the agriculturists such as the construction of *chiras* and canals at the proper places and report them to the Government. Mere opening of demonstration farms or the import and sale of chemical manure was not sufficient.

Lastly, a dispensary should be opend at Kadutturutti. It was 18 miles away from Kottayam and 10 miles away from Vaikam and consequently, the local inhabitants, were not having medical aid at the proper time.

DEWAN'S REPLY : Mr. Varki Aipora, the general opinion is that the improvement of the Pallipuram-Kadutturutti road between Nerekadavu and Turuvelikunnu will be very useful to the public. That being the case, the Chief Engineer will undertake to call for estimates for a general improvement of the road.

The improvement, the widening and rendering canals navigable, is a large scheme in the Vaikam taluk. However, it will be taken up and investigated. Meanwhile the people at the place can help a lot if they will endeavour to clear the canals of the water-hyacinth and other weeds which block them.

In regard to the deepening and widening of the Kaniyan *todu* money has been sanctioned for it and provided in the budget. The delay is due to the fact that certain lands have to be acquired under the Land Acquisition Regulation. The necessary declarations have been called for ; and as soon as they are received and published in the *Gazette*, the work will be proceeded with.

The construction of a *chira* in the Poottotta *todu* is much on the same lines as a scheme which is under the consideration of the Cochin State regarding the construction of a *chira*, in the Konnar river on the boundary line. It is proposed to have a joint inspection by the Public Works officers of the two States. As soon as this is done, it will be possible for us to consider that matter with a view to giving effect to the best possible arrangement.

In regard to the dispensary at Kadutturutti, the Administrative Board, Medical Services, has already recommended the opening of a dispensary at Kuravilangad. That will serve the people of Muttuchira which is the centre of the Kaduthurutti *pakuthi*. That recommendation is now under consideration.

Any other points I have not touched upon will be considered in due course.

The member repeated that the *chira* was absolutely necessary and said it would be enough if it were put up at the place selected by the Cochin Government.

DEWAN : It will be considered.

118. Urgent needs of the Kottayam taluk.

MR. NAINAN EIPE (*Member, Kottayam taluk, Group I*) said that, in point of wealth and education, Kottayam had become one of the foremost taluks of the State but its further development was hampered by the want of proper means of communication. The roads within the Municipal limits were narrow, curved and full of

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ruts and unfit for wheeled traffic, especially motor traffic which was on the increase. On account of the bad condition of the roads and of the heavy motor traffic, accidents were not uncommon on these roads.

A bridge fit for cart traffic, should be constructed at Illikkal across the Minachil river. There was only a ferry service at the place and people travelling from Kumarakam, Chengalam, Tiruvarpu and other places were very much inconvenienced. Women and school-going children were experiencing great difficulty in crossing the river, especially during the rainy season when it was full and the current rapid. The Government had made provision for the bridge in the budget for 1102. Stringent instructions should be issued for the completion of the bridge within a specified time.

The lane running between the Motor Syndicate office and the Y. M. C. A. building should be widened, repaired and converted into a public road. It was a pathway much frequented by pedestrians because of its shady nature and of the absence of heavy traffic. It was also a short-cut from Kottayam to Nagampadam.

Another important road that was necessary was from the northern bulwark of the Kodimata bridge running westwards along the northern bund of the Puttan *todu* where the Minachil river joined the Puttan *todu* and connecting the Cutcherry *kadavu*, Pulinakkal and Illikal roads. The opening of the proposed road would lead to the extension southwards and westwards of the Kottayam town, which was extending only eastwards. Mr. Rajaram Rao, one of the former Dewan Peishkars, had acquired for the purpose sufficient land along the northern bund of the Puttan *todu*. What was required was only the eviction of unauthorised occupants on portions of the bund, the acquisition of new lands wherever necessary and the construction of the road. The expenditure involved in the transport of road metal from a distance was insignificant when compared with the advantages to be derived.

As a result of numerous representations, the Government had constructed a 6 feet trace between Kottayam and Kumarakam. But that was inadequate; it should be converted into a cart-road in the near future and connected with the Vechur road which was being metalled. The need for the road would be felt more keenly when the proposed North Travancore railway became an accomplished fact. A cart-road from Kumarakam, the chief centre of agriculturists, would then be absolutely necessary for transporting the produce of the place, such as cocoanut, coir, paddy, fish and lime-shell.

Lastly, the District Registrar's office, Kottayam, should be removed from its existing location to a place in Tazhattangadi, as it was convenient for the inhabitants of the Vijayapuram *pakuthi* alone, and was not central.

DEWAN'S REPLY: Mr. Nainan Eipe, the first point is about the construction of a bridge fit for cart traffic on the Illikkal road across the Minachil river. An estimate has been prepared and the work will cost about Rs. 20,000. There is provision already in this year's budget, as you are aware, of Rs. 4,000. The Chief Engineer has submitted to Government the necessary estimate and as soon as it is sanctioned he will commence the work.

You then talk of widening the lane running between the Motor Syndicate office and the Y. M. C. A. building. That is a matter for your Municipality to do. The Government are not going to do Municipality's work for them.

The construction of a road from the northern bulwark of the Kodimata bridge is being enquired into by the P. W. D. Divisional Officer. I want to go and see the Kottayam-Kumarakam road. I had not time to do so on the last two occasions when I was there. I shall take the earliest opportunity of going over the track in company with the Public Works Department Officer and if it seems to me necessary to carry out the improvement, it will be carried out. But I am afraid it will be an expensive business, because it means the raising of the level of the road

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with high embankments and a good many bridges. You said that there is no stone available round about that area. Every hundredweight of stone will have to be carried by boats for miles. All these mean heavy expense ; and if we find there are more urgent things calling for money in the Public Works Department budget, this will have to stand over. But we can include it in our programme of work to be eventually carried out.

With regard to the District Registrar's office, you had better wait till the new public offices are built.

119. Needs of the Kottayam taluk, Group II.

MR. NARAYANA PILLAI RAMAKRISHNA PILLAI (*Member, Kottayam taluk, Group II*) spoke first about the need for opening a dispensary in the Akalakunnam *pakuthi*, which was more than 39 square miles in extent and had a population of over 20,000 souls. As there was neither a dispensary nor an Ayurveda *vaidyasala* there, the people were suffering from want of medical aid. The nearest hospital was at Kanjirapalli, 15 to 17 miles away. Patients, especially women and children, experienced great difficulty in travelling such a long distance. Further, there was no good road between the above-said *pakuthi* and Kanjirapalli. In view of the above, a dispensary should be opened in the *pakuthi*.

The Ayurvedic system of treatment was not prevalent in North Travancore. There was an Ayurveda School with three classes in Ettumanur. It would be of great advantage to the students of the school if an Ayurveda *vaidyasala* be opened near by. It would also help the spread of the Ayurvedic system of treatment.

The Akalakunnam *pakuthi* was included in the jurisdiction of the Pampadi Police Station, which was 15 to 20 miles away, with the result that offences were on the increase in the *pakuthi*. The aggrieved parties found it difficult and inconvenient to travel such a long distance to prefer their complaints. The number of complaints filed in the Pampadi Police Station and the number of cases filed in the Magistrate's Court at Kottayam from the Akalakunnam *pakuthi* would justify the opening of a Police Station in the *pakuthi*. A Charging Station or at least an outpost should be opened there.

The *chira* near the tollgate at Ettumanur was very useful to the people for bathing and watering their cattle. It could also be used for irrigation purposes. But it was silted up. It should be repaired and improved.

A dam with sluices should be constructed across the Kattachira *todu*. It would facilitate irrigation of the neighbouring paddy lands which suffered from scarcity of water.

Till the year 1084 there was a Munsiff's Court at Ettumanur. But it was transferred to Kottayam. A Village Panchayat Court should at least be established for the region comprising Ettumanur and Atirampuzha.

The Registration jurisdiction over the Akalakunnam *pakuthi* should be transferred from the Sub-Registrar, Kidangur, to the Sub-Registrar, Kanjirapalli. The existing arrangement was made by the Director of Registration without consulting the local inhabitants. Kanjirapalli was nearer to Akalakunnam than Kidangur. A journey to Kidangur from Akalakunnam was very difficult, particularly during the rainy season when the journey had to be performed by the K. K. road, the distance along which was 40 miles, while the shortest route was only 20 miles in length.

Passing on to public works in the taluk, the member requested that the following works be undertaken:—

(1) Metalling the Ponkunnam-Palai road. Two years ago, a sum of Rs. 4,000 was provided in the budget for metalling the worst part of the road, but no money was spent for the purpose. The road was in a bad state and not properly maintained. It should therefore be metalled and more money allotted for its maintenance.

(2) Making fit for traffic the whole length of the road connecting the Kottayam-Kumili Road, 24th mile, with the Ponkunnam-Lalam road, 6th mile.

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